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⚠ EDITOR'S NOTE:

This is a speculative narrative woven from real-world events, public data, and patterns of corruption that repeat across industries and decades.

Not everything in this story can be verified.

But here's what can:

The pattern is real.

The silence is systemic.

And the people trying to warn us keep vanishing.

Read with curiosity—not blind certainty.

But don't look away.

Now, let's get started...



Dear Permission to be Powerful Reader,

A cockpit filled with smoke.

A pilot collapses mid-air.

And a powerful global elite, the warning he tried to send never reached the public.

Until now.

This is the story of *Flight 4087*—a flight that never made it home.

But it's also a story about something darker. Something most people still can't quite say out loud.

That psychopaths run the world.

And they don't just pull strings.

They set fires.

They burn down entire systems.

And they ensure nobody ever hears the last words of those who try to stop them.

Captain Thomas R—wasn't just a pilot.

He was a former military-grade test flier with over 20 years of spotless record and a hobby for documenting malfunctions most pilots ignore.

According to his wife and private notes found in his study, he was also deep into something.

A pattern. One that involved **engine malfunctions, supply chain delays,** and **an alarming rise in near-death incidents** that had nothing to do with pilot error.

And everything to do with sabotage.

I know that sounds wild. But I'm going to walk you through what happened.

October 3rd, 2023.

Flight 4087 lifted off from Istanbul en route to Lisbon. Thirty-two minutes in, the cockpit filled with smoke. Not just any smoke—this was *chlorinated*, toxic, engine-corrosive fume.

Co-pilot blacked out first.

Captain Thomas rerouted toward the closest landing site.

He made it within 3 minutes of safety before slumping forward on the controls.

His final words, barely recorded through static:

“The system—wasn't—supposed to...”

And then nothing.

That’s where the official report ends.

But behind the scenes?

That’s where this story begins.

Because Captain Thomas wasn’t just flying that day.

He was *tracking a whistleblower leak* that connected a series of airline disasters to **three U.S.-based firms** that had quietly acquired **manufacturing rights** for essential aviation components...

Using shell companies that traced back to—you guessed it—political donors, former CIA operatives, and a certain billionaire whose name you’ve already heard this year... for all the wrong reasons.

He’d circled those firms in red ink in his notebook.

Underlined one phrase twice:

“They knew the parts were faulty.”

Before we go further, let me make something clear.

Not all bad people are psychopaths.

Not all CEOs, not all politicians, not all media figures.

But when you look at the profiles of *real* psychopaths—diagnosed ones, studied in labs, tracked by neuroscientists like Dr. James Fallon (who, ironically, discovered he had the same brain structure himself)—you find a disturbing pattern:

Low amygdala activation (little to no fear).

💡 **High executive function** (bright enough to plan three steps).

Superficial charm (think Ted Bundy, Enron’s Jeff Skilling, or even Bernie Madoff).

But here’s the killer feature:

💣 **No remorse. None.**

Which makes them ideal for systems where remorse is inconvenient: War. Finance. Corporate espionage. Surveillance capitalism. Clandestine politics.

And now?

They’ve burrowed into every corner of power.

Kevin Dutton, author of *The Wisdom of Psychopaths*, found that CEOs share eerily similar psychometric profiles with serial killers.

Not all of them kill.

But they're the kind of people who *could*.

Without blinking.

And that's who's designing your news.

Your medicine.

Your vote.

Your life.

Captain Thomas wasn't the only one.

In the last 4 years:

- ✧ A former FAA inspector died in a house fire. Gas leak ruled “accidental.”
- ✧ An aviation blogger went missing in Peru after publishing internal emails showing Boeing rushed the 737 Max relaunch.
- ✧ A whistleblower from Raytheon “fell” from his apartment window.
- ✧ An anonymous Reddit user, who claimed to have access to Department of Defense aircraft failure data, posted a 90-thread exposé and disappeared 48 hours later.

The media reported none of it.

Or buried it under polite phrases: “tragic accident,” “unconfirmed,” “suicide.”

If that reminds you of how Jeffrey Epstein's name disappeared for 10 years after the first arrest—or how Ghislaine Maxwell was convicted without a

single client being named—it should.

That's the playbook.

Control the narrative.

Kill the source.

Blame the wind.

You might be thinking: Why this story? Why now?

Because I believe Flight 4087 was the canary in the coal mine.

A signal.

The lines between public safety and private profit are blurred more than ever.

That psychopaths aren't just getting away with it.

They're being **rewarded**.

And their name turns to dust whenever someone dies trying to tell the truth.

Unless we resurrect them.

In the weeks after the crash of Flight 4087, most people moved on.

The airline issued a formal apology.

A vague "maintenance issue" was blamed.

Investigators published a 19-page report without mentioning the captain's final words.

But I couldn't move on.

Something didn't sit right.

And I'm not alone.

A group of ex-airline engineers, pilots, and data analysts started digging. Quietly. Obsessively. One of them sent me a ZIP folder titled:

“The Pilot Files – TRUST NOBODY.”

It was encrypted.

Inside?

I found the paper trail they'd tried to bury.

Remember how Boeing was caught red-handed with its MCAS system—a faulty anti-stall system that contributed to two crashes and 346 deaths?

Now, imagine that software was **intentionally installed** in multiple aircraft **without disclosure**.

According to the files, Flight 4087's oxygen flow control system had recently been replaced by parts manufactured by **Galvion Aerotech**.

Never heard of them?

That's the point.

Galvion is a subsidiary of **Heliox Capital**—a private equity firm whose board includes:

- A former NSA cyber warfare consultant
- A pharmaceutical lobbyist with ties to Operation Warp Speed
- And a former VP from BlackRock who now works as “Energy Security Advisor” to the Pentagon

How does this link to the cockpit fire?

According to a confidential whistleblower memo inside the folder:

“The Galvion OS-42 unit was programmed to bypass thermal shutdown thresholds to reduce power outages. This increases fume exposure risk 10X. FAA quietly waived inspection requirements.”

Translation?

They **intentionally disabled the kill switch** that would’ve shut the fumes off.

To avoid costly delays.

To avoid bad press.

To avoid caring.

They did this on at least 57 aircraft.

We only know about one that crashed.

Could you let that sink in?

Let’s talk about who makes these calls.

Who would approve something so dangerous just to hit quarterly earnings?

There’s a profile for that.

Let me introduce you to **actual**, studied psychopaths who held enormous power—and got caught.

1. Richard Fuld – CEO of Lehman Brothers

A man so aggressive and emotionally indifferent that his colleagues referred to him as “The Gorilla.”

He led Lehman straight into the 2008 financial collapse—and **walked away with a \$500 million fortune.**

During his testimony before Congress, he showed **no remorse.** Not even a flicker of shame.

2. Elizabeth Holmes – Theranos

She knew the blood tests didn't work. She lied under oath.
She risked thousands of lives. I smiled while doing it.
When finally convicted, she tried to paint herself as the *real* victim.

3. Jeffrey Skilling – Enron

Convicted of 19 counts of fraud and conspiracy.
One psychiatrist called him “one of the most high-functioning sociopaths”
he'd ever studied.

The world is littered with these types.
High IQ. Zero guilt. Excellent at smiling while signing death warrants.

Sound familiar?

The most shocking part of the Pilot Files wasn't the parts list.

It was the silence.

FAA engineers flagged the Galvion OS-42 system **two years before the crash.**

An internal memo—titled **“Oxygen Misfire Risk — Not For Release”**—
warned of “cascading smoke failure events” in six aircraft models.

And what happened next?

A quiet meeting.

A “technical exemption.”

A non-disclosure clause for every engineer in the room.

Here's a quote from one of them:

**“I wanted to go public. But my boss said I'd never
work in aerospace again if I talked.”**

When I asked him if he'd testify anonymously, he said something I'll never forget:

“You think Boeing’s dangerous? These new firms make them look like daycare.”

Here’s the most chilling part.

Psychopaths don’t see the world like you or I do.

Getting caught isn’t a threat to them; **it’s a challenge.**

Every time they slip past accountability, they feel **more powerful.**

More invincible.

More god-like.

That’s why it’s not just PR when P. Diddy walks into Ellen’s studio, or a predator CEO gets re-elected to the board.

It’s a victory lap.

A ritual.

Proof that they’ve *ascended* above the rest of us.

And we feed the beast with our silence.

Remember the cockpit audio I mentioned in Part 1?

THE PILOT FILES TIMELINE

A disturbing sequence of deaths, disappearances, and cover-ups tied to whistleblowers in aviation.

June 2019

An FAA safety inspector files a confidential report about faulty oxygen systems in retrofitted Boeing aircraft.

Follow-up inspection is delayed twice. The inspector dies in a house fire 4 months later. Ruled an “accidental gas leak.”

March 2020

A popular aviation blogger publishes leaked internal emails showing rushed timelines for the 737 Max relaunch.

Two weeks later, he disappears while hiking in Peru. The case remains unsolved.

September 2021

An anonymous Reddit user (“FlightData88”) posts a 90-thread exposé on DoD aircraft failures and contractor corruption.

Thread went viral. The account was deleted within 48 hours. The IP was traced to an apartment in Arlington, VA, which is now vacant.

February 2022

A Raytheon engineer files a whistleblower suit alleging sabotage in thermal regulation components used in commercial jets.

Falls from a 12th-floor apartment window before the first court date. Police rule it suicide. No video footage is available.

October 2023

Captain Thomas R. dies on Flight 4087 after toxic fumes fill the cockpit.
Final words:

“The system—wasn’t—supposed to...”

No mention of this quote appears in the official report.

December 2023

A cache of encrypted documents titled “The Pilot Files—TRUST NOBODY” was sent to a private investigator working on the Flight 4087 case.

Files include parts lists, redacted memos, and whistleblower audio.

There’s a 10-second redacted section that’s never been released.

But the Pilot Files contain a draft transcript from the crash investigation team before it was censored.

Here’s what they heard:

”

This is *precisely* what you’d expect from a pilot who realized, mid-flight, that he’d been set up.

That the system was designed to fail.

That he was never supposed to make it home.

If you’re angry, good.

If you’re scared, even better.

But fear without action is just fuel for the machine.

Here's what you can do right now:

1. **Tell people this story.** Forward this post. Screenshot it. Print it. Please share it.
2. **Investigate where your airline parts come from.** Look for the name **Galvion** or **Heliox** on earnings calls and maintenance reports.
3. **Support whistleblowers.** They are the canaries. Protect them.
4. **Understand the pattern.** When rich, influential people get away with crimes repeatedly—it's not luck. It's design.
5. **Never mistake silence for safety.** The truth is almost always hiding in plain sight.

Because here's the hard truth:

The only reason psychopaths get to rule the world is because we let them.

Time to pull the plug.

Before the subsequent fire starts.

✦ Unlock the Underground. Join Permission to Be Powerful — VIP ✦

For the Few Who Refuse to Be Controlled.

If you've made it this far...

If you're still reading when most people scroll past...

If you've ever felt like something was **off** in the world, and **you couldn't unsee it**—

Then, this isn't just a newsletter.

It's your new home.

Because the truth is:

Predators rule us.

Psychopaths in suits.

And the only way to stay free... is to stay informed.

📌 VIP ACCESS: What You Get When You Join

1. Elite Stealth Drops — 2x/month

The essays they don't want you to read.

Ripped from real intelligence reports, whistleblower leaks, and stealth-coded copy — crafted with the structure of \$10 million sales letters, but built to **wake you up**, not sell you lies.

Recent drops include:

- “The Pilot Files: The Billionaire Who Set the Cockpit on Fire”
- “P. Diddy: Predator Class 101”
- “Twin Flames or Trauma Bonds? How the Elite Weaponize Love”

🔥 **Value:** \$197/month

2. AI Codes to Supercharge Your Mind

You'll get exclusive prompts, frameworks, and backend GPT codes that **train AI to think like a genius copywriter, strategist, and street-level philosopher.**

This is how I run my business, blog, and inner healing—all through one AI brain trained to be **twice as smart** as ChatGPT out of the box.

What's included:

- “The Shadow Work GPT” prompt pack
- “ADHD Coach GPT” — the AI therapist I built to save my own life
- “Marketing Genius GPT” — the AI strategist trained on 200+ million-dollar offers

- “The Twin Flame Trainer” — prompts you to build your relationship oracle

🔥 **Value:** \$497 one-time — included FREE

3. Full Access to My Memoir: Hell and Paradise

You’ll get early access to my raw, unfiltered memoir, which explores the darkest moments of my life—from heartbreak to scams to spiritual awakening.

This is **the real story behind the firepower** in every essay I write.

“When I was with her, I could’ve never become the man I am now...”

🔥 **Value:** \$29 — included FREE

4. Private Comment Threads and VIP Community

This isn’t a “hey, thanks” comment section.

This is where survivors, seekers, and strategists trade insights, book recs, underground sources, and tactical mindset upgrades.

I’ll be there weekly, answering your comments and coaching you live.

🔥 **Value:** Priceless — there’s nowhere else online like this.

5. First Dibs on New Products + 1:1 Access

As a VIP, you get early access to:

- *Twin Flame AI: Public Release Edition*
- *The No Fucks Given Challenge: Paid Upgrade*
- *The ADHD Deep Dive Pack (with bonuses)*

- *My Masterclass on Copywriting and Persuasion for Good*

And when do I do live group calls or open 1-on-1 sessions?

Only VIPs get invited.

Reminder: This Is Not for Everyone

This isn't therapy.

It's not a safe space for pretending things are fine.

This is a **reclamation zone**.

If you're ready to stop playing small...

If you're ready to take the mask off...

If you're ready to live as the **most potent version of yourself**—
then join me here.

🔥 JOIN PERMISSION TO BE POWERFUL – VIP 🔥

Just \$8/month or \$80/year

Cancel anytime. But you won't want to.

👉 [Upgrade to VIP Now](#)

Because the people who run the world don't want you here.

Which means you're **exactly where you're meant to be**.

Until next time,

Anton,

Dancer, Writer, Buddhist

Creator of *Permission to be Powerful*



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Fact-checking:

For far too long, those at the top have given themselves tacit **permission to be powerful** – to do as they please, no matter the cost. When deadly mistakes are made, or rules are bent, they face few consequences. A stark example of this unchecked power is the story of **Flight 4087**, a routine trip that turned into an aviation nightmare.¹ Midway through the flight, pilots say they noticed an acrid smell seeping into the cockpit. Within minutes, **toxic fumes** enveloped the flight deck, burning their eyes and throats and impairing their ability to think clearly.² According to the article, Captain **Thomas R.** – a veteran pilot – and his first officer struggled desperately to maintain control of the aircraft. Official reports later attributed the incident to a mechanical failure in the air systems. But whispers among the crew suggested something far more sinister: **sabotage**.³

Why would anyone sabotage a passenger plane? In the article, Captain Thomas R. is described as an outspoken critic of cost-cutting measures compromising safety. The theory goes that powerful interests wanted to silence him. Whether or not one believes that, what happened next was undoubtedly alarming. The flight made an emergency diversion amid the fumes. Accounts claim that Captain R. managed to land the plane safely, saving everyone on board – only to find himself muzzled by his superiors afterward.⁴ The faulty component at the heart of the incident – part of the aircraft's pressurization and ventilation system – had allegedly failed before on other jets, repeatedly causing dangerous odor and smoke incidents. Yet the fixes were minimal each time, and the **problem was swept under the rug**.⁵ In the months following Flight 4087, several insiders who knew about these failures reportedly tried to come forward.

Instead of being applauded, these **whistleblowers** vanished from the industry individually. In the article, a maintenance engineer who provided evidence of deliberate tampering in the Flight 4087 case died in a freak car accident. A quality-control inspector who had raised concerns about the toxic air issue was said to disappear without a trace while on a weekend trip. Such dramatic claims are complex to verify, but they underscore a climate of fear. In reality, there have been instances of whistleblowers facing severe pressure and even untimely deaths under stressful

circumstances.⁶ Whether those tragedies are coincidental or not, the effect is chilling: who else would dare speak up when livelihoods – even lives – are on the line?

This points to a deeper root described in **“Permission to Be Powerful.”** It is not just one flight or airline at fault, but a **systemic corruption** that infects the highest levels of aviation and government oversight. The article argues that many people in charge – the corporate executives, the bureaucrats, the political leaders – behave as if rules don’t apply to them. Some are even characterized as **psychopaths in power**, devoid of empathy and remorse, who view safety regulations and ethical norms as mere inconveniences.⁷ They maintain a grip on the system by rewarding silence and punishing dissent. When faced with evidence of negligence or hazard, they hide it, manipulate the narrative, or attack the messenger. We have seen hints of this in real life: companies concealing critical safety information, regulators looking the other way until it’s too late, and a revolving door that blurs the line between watchdogs and those they should be watching.⁸

“Permission to Be Powerful” is ultimately a call to revoke that unspoken permission – to demand accountability from those who wield influence without conscience. Whether embellished or not, the tale of Flight 4087 serves as a cautionary illustration of what can happen when profit and ego eclipse duty. Planes fill with poison fumes while known fixes languish. Whistleblowers are intimidated into silence. And the public is kept in the dark until disaster strikes. The article reminds us that **power unchecked is power abused**. Until the cycle of cover-ups, intimidation, and impunity is broken, we will remain at the mercy of those powerful few who answer only to themselves. And as long as they have “permission” to put lives at risk for their bottom line or pride, tragedies and scandals will continue to haunt the skies.

Footnotes:

Footnotes:

1. There is no official record of any catastrophic crash or in-flight disaster involving “Flight 4087.” According to an FAA incident log, PSA Airlines Flight 4087 once had to abort takeoff twice at Pittsburgh in April 2000 due to a technical issue, then taxied back to the gate without incident [1](#). No injuries, sabotage, or significant damage were reported in that case. This suggests that no mainstream accident databases or reports document the dramatic incident described in the article. ↩
2. Contaminated air leaking into aircraft cabins and cockpits (“fume events”) have been documented as a real aviation safety issue. For example, in May 2024, four Jetstar flight attendants were **hospitalized** after being “overcome by fumes” from an unusual smell on a domestic flight in Australia [2](#). Aviation safety investigators have warned that toxic chemicals from heated engine oil or other sources can enter bleed air systems and cause crew incapacitation. The Australian Transport Safety Bureau found that such fumes “may result in the rapid onset of incapacitation” in pilots, posing a serious risk to flight safety

[crikey.com.au](https://www.crikey.com.au)

. These findings underscore that toxic cabin fumes are a legitimate hazard, although specific details of the Flight 4087 scenario cannot be verified. ↩

3. No evidence has emerged to support any claim that Flight 4087 was the target of deliberate sabotage. Typically, a suspicion of sabotage in an aircraft incident prompts a rigorous criminal investigation by authorities. Known cases of intentional tampering with aircraft are sporadic. One such example occurred in 1985 when a small plane carrying skydivers crashed; investigators discovered **sugar in the fuel filter**, and the FBI investigated it as possible sabotage linked to a drug dispute [3](#). In the Flight 4087 story, however, no equivalent forensic findings or official inquiries were reported. Absent physical proof (such as evidence of tampering), officials treated the cause as a mechanical failure rather than foul play. ↩

4. The article's reference to "Captain Thomas R." appears anecdotal or altered; no pilot by that exact name is found in public records related to this incident. In the FAA's report for the April 2000 event involving PSA Flight 4087, the crew was identified as Captain **Thomas Noonan** and First Officer **Mark Harlin**. There is no mention of a pilot with the last initial "R." Furthermore, there are no credible reports of a pilot from that flight being silenced or punished for speaking out. It's likely the article changed the name or details for narrative purposes. In reality, if a pilot had publicly raised major safety complaints about an incident, it would probably be noted in aviation press or whistleblower records, which is not the case here. ←
5. The scenario of a **recurrent mechanical failure** (in this case, an air system leaking toxic fumes) being ignored or covered up has parallels in real life. However, airlines and manufacturers have often downplayed it. The design of most jetliners uses **bleed air** from engines to pressurize the cabin, and if engine seals or air filters fail, oil fumes can enter the cabin. This flaw has been known for decades, leading to numerous "fume events." Industry critics argue the issue was long swept under the rug. In 2015, a British coroner investigating the death of BA pilot **Richard Westgate** issued a landmark report warning that crews and passengers were being exposed to organophosphate chemicals in cabin air, causing "consequential damage to their health." [4](#). His report was described as the first official recognition of "aerotoxic syndrome," a phenomenon that for years had been **denied by airlines** despite many incident reports of pilot incapacitation. This suggests that, historically, air safety authorities and companies did not adequately address such ventilation system hazards until pressured by whistleblowers and medical evidence. Even today, pilot unions in some countries insist that better filters and sensors are needed to tackle the issue, indicating a reluctance by the industry to confront known technical risks fully. ←
6. The article implies a pattern of whistleblowers "disappearing" after raising safety concerns. While the narrative is likely exaggerated, there have been real instances of aviation whistleblowers facing intense retaliation and personal tragedy. Notably, in early 2024, two Boeing-

affiliated whistleblowers died within months under unrelated but troubling circumstances. **Joshua Dean**, 45, a former quality auditor at a Boeing parts supplier who went public about manufacturing defects, died suddenly in April 2024 after contracting a severe MRSA infection [5](#). Only weeks prior, in March 2024, veteran Boeing quality manager **John Barnett**, 62 – who had spent years reporting safety lapses on the 787 production line – was found dead in his truck from a self-inflicted gunshot wound [6](#). Barnett’s death occurred while he was in the midst of a whistleblower retaliation lawsuit against Boeing. Authorities ruled his death a suicide, with no signs of foul play [7](#). Dean’s death was due to illness. **No evidence links these deaths to any conspiracy**, but the timing and Barnett’s pending case fueled speculation and concern in the aviation community [8](#). These examples show how whistleblowers may experience extreme stress or health crises. However, there are no confirmed cases of whistleblowers literally vanishing or being secretly killed by industry agents. While dramatic, the fears described in the article reflect the very real pressure and ostracism that industry whistleblowers can face. ↩

7. Referring to leaders as “psychopaths in power” is a provocative way to describe individuals who act without empathy or regard for ethics. While not everyone in authority fits that label, psychology research does suggest that individuals with **psychopathic traits** can and do rise to positions of power in corporate and political life. Traits like lack of remorse, superficial charm, egocentricity, and manipulateness characterize psychopaths. Studies have found that the prevalence of psychopathic personality disorder in the business world is higher than in the general population. Renowned criminal psychologist Robert Hare estimated about 1% of the general public are clinical psychopaths, but roughly **3–4% of senior business executives** may have psychopathic tendencies [9](#). One study of white-collar managers even found around 5–6% could be classed as psychopathic, and a larger percentage exhibited significant psychopathic characteristics [10](#). Such “corporate psychopaths” can inflict great harm on organizations and society. Their leadership often leads to toxic work cultures, increased bullying, unethical behavior, and **erosion of safety and integrity** in pursuit of personal or financial goals [11](#). In aviation, a leader without regard for safety or human life could push an agenda

that puts profit over people. While “psychopath” is a clinical term that the article uses rhetorically, it underlines a real concern: that some powerful figures may lack conscience, making them prone to corrupt or dangerous decisions. ↩

8. The notion of **systemic corruption** and collusion between industry and regulators in aviation is supported by well-documented failures in recent history. A U.S. Congressional investigation into the Boeing 737 MAX disasters (which killed 346 people in 2018-2019) found that Boeing engaged in a “**culture of concealment**,” withholding crucial safety information from regulators and airlines, while the Federal Aviation Administration (FAA) provided “grossly insufficient” oversight [12](#). In their push to get the 737 MAX certified quickly and cheaply, Boeing executives cut corners and even kept pilots in the dark about a new flight control software (MCAS) that would later contribute to the crashes [13](#). Meanwhile, internal FAA documents showed that some technical experts’ safety concerns were overruled by management under pressure from Boeing [14](#). This breakdown in the safety system – manufacturers concealing problems and regulators failing to intervene due to corporate influence – is a real-world example of the corruption and lack of accountability described in the article. It demonstrates how **powerful interests protected by complacent oversight** can put the public at risk. The good news is that there was significant public outcry and scrutiny after those crashes. Investigations, like the House Committee report, have led to calls for reforms, and top officials acknowledged that trust was broken and needed to be rebuilt .

Still, the 737 MAX case shows that safety can be compromised at the highest levels without vigilant checks and a culture of transparency – essentially proving the article’s point that unchecked power in aviation (or any industry) can have deadly consequences. ↩

Legend:

- ✓ **Verified Claim** – Confirmed by public records, journalism, or credible research

- **△ Speculative Claim** – Based on real-world patterns or data, but no direct proof
- **✗ Unverifiable/Fictional Claim** – No supporting evidence found; possibly invented

Dear Permission to be Powerful Reader,

✗ A cockpit filled with smoke.

✗ A pilot collapses mid-air.

✗ And a powerful global elite, the warning he tried to send never reached the public.

Until now.

✗ This is the story of Flight 4087—a flight that never made it home.

△ But it's also a story about something darker. Something most people still can't quite say out loud.

△ That psychopaths run the world.

△ And they don't just pull strings. They set fires. They burn down entire systems. And they ensure nobody ever hears the last words of those who try to stop them.

✗ Captain Thomas R—wasn't just a pilot.

✓ He was a former military-grade test flier with over 20 years of spotless record and a hobby for documenting malfunctions most pilots ignore. (*This is plausible for whistleblower pilots like Richard Westgate, but no record of Captain Thomas R.*)

△ He was also deep into something, according to his wife and private notes found in his study.

△ A pattern. One that involved engine malfunctions, supply chain delays, and an alarming rise in near-death incidents that had nothing to do with pilot error.

△ And everything to do with sabotage.

✕ October 3rd, 2023. Flight 4087 lifted off from Istanbul en route to Lisbon. Thirty-two minutes in, the cockpit filled with smoke. Not just any smoke—this was chlorinated, toxic, engine-corrosive fume.

✓ Co-pilot blacked out first. Captain Thomas rerouted toward the closest landing site. (*Events like this have occurred in fume incidents.*)

✕ His final words, barely recorded through static: “The system—wasn't—supposed to...”

✕ That’s where the official report ends.

✕ But behind the scenes? That’s where this story begins.

✕ Because Captain Thomas wasn’t just flying that day. He was tracking a whistleblower leak that connected a series of airline disasters to three U.S.-based firms that had quietly acquired manufacturing rights for essential aviation components...

✕ Using shell companies that traced back to—you guessed it—political donors, former CIA operatives, and a certain billionaire whose name you’ve already heard this year... for all the wrong reasons.

✕ He’d circled those firms in red ink in his notebook. Underlined one phrase twice: “They knew the parts were faulty.”

△ Before we go further, let me make something clear. Not all bad people are psychopaths...

✓ But when you look at the profiles of real psychopaths—diagnosed ones, studied in labs, tracked by neuroscientists like Dr. James Fallon... you find a disturbing pattern:

✓ Low amygdala activation... 💡 High executive function... Superficial charm...

✓ But here's the killer feature: 🚫 No remorse. None.

✓ Which makes them ideal for systems where remorse is inconvenient: War. Finance. Corporate espionage. Surveillance capitalism. Clandestine politics.

⚠ And now? They've burrowed into every corner of power.

✓, Kevin Dutton, author of *The Wisdom of Psychopaths*, found that CEOs share eerily similar psychometric profiles with serial killers.

⚠ Not all of them kill. But they're the kind of people who could. Without blinking.

⚠ And that's who's designing your news. Your medicine. Your vote. Your life.

✗ Captain Thomas wasn't the only one.

⚠ In the last 4 years:

✗ 📄 A former FAA inspector died in a house fire. Gas leak ruled "accidental."

✗ 📄 An aviation blogger went missing in Peru after publishing internal emails showing Boeing rushed the 737 Max relaunch.

✗ 📄 A whistleblower from Raytheon "fell" from his apartment window.

✗ 📄 An anonymous Reddit user who claimed access to Department of Defense aircraft failure data posted a 90-thread exposé and disappeared 48 hours later.

✓ The media reported none of it. Or buried it under polite phrases: "tragic accident," "unconfirmed," "suicide." (*While these specific cases are fictional, similar rhetoric has been used in real whistleblower cases.*)

△ If that reminds you of how Jeffrey Epstein's name disappeared for 10 years... it should.

△ That's the playbook.

✓ Control the narrative. Kill the source. Blame the wind.

△ You might be thinking: Why this story? Why now?

△ Because I believe Flight 4087 was the canary in the coal mine.

✓ A signal. The lines between public safety and private profit are more blurred than ever.

△ That psychopaths aren't just getting away with it. They're being rewarded.

△ And every time someone dies trying to tell the truth, their name turns to dust.

✗ In the weeks after the crash of Flight 4087, most people moved on. The airline issued a formal apology. A vague "maintenance issue" was blamed.

✗ Investigators published a 19-page report without mentioning the captain's final words.

✗ But I couldn't move on.

✓ Something didn't sit right. And I'm not alone.

✗ A group of ex-airline engineers, pilots, and data analysts started digging. Quietly. Obsessively. One of them sent me a ZIP folder titled:

✗ "The Pilot Files – TRUST NOBODY."

✗ Inside? I found the paper trail they'd tried to bury...

✓ Remember how Boeing was caught red-handed with its MCAS system—a faulty anti-stall system that contributed to two crashes and 346 deaths?

✘ Now imagine that the same software was intentionally installed in multiple aircraft without disclosure.

✘ According to the files, Flight 4087's oxygen flow control system had recently been replaced by parts manufactured by Galvion Aerotech.

✘ Never heard of them? That's the point. Galvion is a subsidiary of Heliox Capital...

✘ Heliox Capital—a private equity firm whose board includes A former NSA cyber warfare consultant, a pharmaceutical lobbyist, a former VP from BlackRock...

✘ How does this link to the cockpit fire? According to a confidential whistleblower memo inside the folder...

✘ “The Galvion OS-42 unit was programmed to bypass thermal shutdown thresholds...”

✘ They did this on at least 57 aircraft. We only know about one that crashed.

△ Let's talk about who makes these calls...

✓ Let me introduce you to actual, studied psychopaths who held enormous power—and got caught:

✓ 1. Richard Fuld – CEO of Lehman Brothers ✓ 2. Elizabeth Holmes – Theranos ✓ 3. Jeffrey Skilling – Enron

△ The world is littered with these types...

✓ The most shocking part of the Pilot Files wasn't the parts list. It was the silence.

✘ FAA engineers flagged the Galvion OS-42 system two years before the crash...

✕ An internal memo—titled “Oxygen Misfire Risk — Not For Release”—warned of “cascading smoke failure events”...

✕ And what happened next? A quiet meeting. A “technical exemption.” A non-disclosure clause...

✕ “I wanted to go public. But my boss said I’d never work in aerospace again if I talked.”

△ “You think Boeing’s dangerous? These new firms make them look like daycare.”

△ Here’s the most chilling part. Psychopaths don’t see the world like you or I do...

△ That’s why it’s not just PR when P. Diddy walks into Ellen’s studio or a predator CEO gets re-elected to the board. It’s a victory lap.

△ Proof that they’ve ascended above the rest of us. And we feed the beast with our silence.

✕ Remember the cockpit audio I mentioned in Part 1?

✕ THE PILOT FILES TIMELINE

✕ June 2019 — FAA inspector dies in a house fire ✕ March 2020 — Blogger vanishes in Peru ✕ September 2021 — Reddit exposé, user disappears ✕ February 2022 — Raytheon engineer falls before court date ✕ October 2023 — Flight 4087 crash ✕ December 2023 — Leak titled “The Pilot Files – TRUST NOBODY” appears

✕ There’s a 10-second redacted section that’s never been released...

✕ “This is exactly what you’d expect from a pilot who realized, mid-flight, that he’d been set up.”

△ If you’re angry, good. If you’re scared, even better.

△ But fear without action is just fuel for the machine.

✓ Here's what you can do now: ✓ Tell people this story. Forward this post. Screenshot it. △ Investigate where your airline parts come from. Look for Galvion or Heliox. ✓ Support whistleblowers. ✓ Understand the pattern... ✓ Never mistake silence for safety.

△ The only reason psychopaths get to rule the world is because we let them.

△ Time to pull the plug. Before the subsequent fire starts.

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